

by the representatives of several boards of naval officers. Upon assuming office on March 4 last Mr. Meyer at once took up the question of reorganizing the Department. His first move was to convene a board, headed by Rear Admiral Charles S. Sperry, to consider and report upon the question as to how the plan of consolidation begun by Admiral H. H. Newberry, former Secretary of the Navy, could be carried out systematically and what necessary changes from the general scheme should be made for the best interests of the navy.

Secretary Meyer approved that portion of the report of the Sperry board which was unanimous. His next step was to appoint a second board, with Rear Admiral Eugene H. C. Leutze, commander of the Washington Navy Yard, as president, to which was referred the question of the proper status of the Bureau of Steam Engineering and the methods of carrying on the work of that bureau at navy yards. On this question the Sperry board had not been unanimous.

The report of the Leutze board was approved and orders were promulgated on July 1 putting its recommendations into effect. These orders, while not affecting the principle of consolidation of the Newberry scheme, restored to the machinery experts of the navy the control of the machinery work, which by Mr. Newberry had been given to the Bureau of Construction.

The third board appointed by Mr. Meyer was headed by Rear Admiral William Swift, commander of the Washington Navy Yard. This board was composed of representative officers, experienced in Navy Department, navy yard and fleet administration. Secretary Meyer was directed to consider all previous reports and opinions on the question of navy reorganization and submit a report which should aim to reconcile existing differences and to make recommendations for changes which are considered necessary to simplify the existing administration and to improve the business methods of the Navy Department and the various yards. The report of the Swift board has been approved by both Secretary Meyer and President Taft.

A statement given out today concerning the scope of Secretary Meyer's reorganization contains the following regarding the recommendations of the Swift board:

The only recommendation made by the Swift board which calls for a change in the existing organization of the navy is the recommendation that the Bureau of Construction be abolished and its functions be transferred to the Bureau of Naval Construction. No changes were recommended in the other existing bureaus and offices of the Navy Department except slight changes in duties, but the bureau was recommended to be reorganized for convenience into logical divisions of work to be known as the division of operations of the fleet, the division of the personnel and the division of material. A fourth and fifth division of inspections was also recommended.

The board recommended four aides to be detailed to assist and advise the Secretary on the duties coming under these four general heads. The board also recommended that the Bureau of Naval Construction be reorganized into three divisions of effort and to keep him generally informed as to the work going on. The aides of these divisions are to have no supervisory executive power and their functions will be strictly advisory.

Certain duties of a detached nature are to be performed under the supervision of the Assistant Secretary of the Navy without being placed under any division of the bureau of yards and docks, the Marine Corps and the Solicitor are thus assigned.

The board on construction is to be abolished. Work heretofore accomplished by this board in the design of ships and features of ship design will hereafter be performed by the general board in conjunction with the aid of operations of the fleet and assisted by expert officers serving with the fleet. The technical details will, as now, rest wholly with the technical bureaus.

At the navy yard Mr. Meyer has divided the single manufacturing department established by Mr. Newberry into two divisions, each under a manager—a machinery division and a hull division—thus according with the general practice in shipbuilding establishments in this country and with the naval dock yards of England and Germany. The advantages of consolidation are thus carried to the greatest limit which is deemed advantageous.

All shops of the same class of work are placed under the same management. The construction or engineer officer, and all work of a like nature is concentrated. Mr. Meyer has also started the general establishment of an independent accounting system for the navy yards and the departments of the navy yards and intends also to adopt the commercial practice as far as possible of separating the duties relating to purchase and payment from the duties of the navy yard and the general office.

The present organization of the Department, the statement said, is not such as to promote economy or efficiency. It was explained that the Secretary, who must decide questions of military policy, under the present organization of the Department must reach a decision without sufficient advice or counsel. In order to meet this defect Secretary Meyer has detailed four high ranking officers of the navy, it was said, whose duty will be to furnish him with information to correlate the work of the various bureaus.

The new grouping of the Department bureaus will comprise four main branches, material, personnel, operations and inspection. In its practical workings the aid for operations of the fleet will be a great degree superfluous, but the chief of the bureau of navigation in handling the movement of vessels and in questions of personnel of vessels. In fact under the new plan the bureau of navigation will be the dominating position in the Department.

The duties of the four aides are set forth in Mr. Meyer's statement as follows:

The division of operations will have those duties under the so-called manufacturing or supply bureaus which are concerned with the construction, equipment and maintenance of the fleet. The duties of these bureaus are so closely allied and interwoven that a comprehensive view of their activities is necessary in order that the Secretary may be able to reach decisions on the questions arising among them.

This division of operations includes the operation and management of the navy yards, where the need for economy and good business methods is most apparent. It is in the navy yards that most economy in the expenditure of public money can be obtained, and it is believed that under the practical and uniform cost and accounting system about to be established at all navy yards good results will be obtained.

The division of personnel includes the duties of the bureaus, officers and boards dealing with the personnel of the navy. All matters relating to the supply and transfer of officers and men for ships or stations, training, education and discipline of officers and men are included herein.

In the past very little method has been provided for the use or employment of the fleet, the main object to which all other naval activities should be subordinated. For some years the Naval War College at Newport, the General Board in Washington and the bureau of navigation in the Navy Department have been concerned with the general preparation of plans for the fleet and the everyday employment and management of the fleet, but no direct coordination of the work of these three parts has been found possible, and no individual officer has been able to coordinate the work of the three parts. The War College and General Board have been established and maintained by orders

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of the Navy Department; the bureau of navigation exists by authority of law on the same basis as other bureaus of the Navy Department and without authority over the other bureaus in directing the preparation of the fleet for service. Thus the bureau of navigation has without specific authority prepared orders and directions for the signature of the Secretary of the Navy in regard to target practice, steamship movements of ships and drills and exercises of the fleet and other matters of military policy, usually on the advice of the General Board. Under the new plan the aid for operations of the fleet will be a great degree superfluous, but the chief of the bureau of navigation in handling the movement of vessels and in questions of personnel of vessels. In fact under the new plan the bureau of navigation will be the dominating position in the Department.

The aid for operations in conjunction with the General Board will make recommendations as to the military features of new ships, as to any proposed repair or alteration of a ship which will affect the military features, and also as to the expediency of undertaking extensive repairs to any ship. He will also make recommendations in conjunction with the General Board regarding the location, capacity and general protection of coal depots, the location, general arrangement and protection of naval stations, with a sole view to the military demands of the fleet. He will also in conjunction with the General Board recommend the number, type and military features of the fleet.

The abolishment of the Board on Construction is regarded here as a great victory for the young line officers of the navy, who in recent years have protested officially against the present method of designing war vessels. In the future the general military features of naval vessels will be designed by the aid for operations, in conjunction with the General Board of the navy. Under the new plan the operating branch of the service, which deals directly with the aid for operations, will originate the military features of future vessels in consultation with the General Board. Under the new plan the Board on Construction will become unnecessary and therefore was abolished.

At the various navy yards the principle of consolidation begun by former Secretary Meyer is being carried out. The essential features of the Newberry plan, Mr. Meyer's statement said, had proved largely successful. The single manufacturing department established by Mr. Newberry into two divisions, each under a manager—a machinery division and a hull division—thus according with the general practice in shipbuilding establishments in this country and with the naval dock yards of England and Germany. The advantages of consolidation are thus carried to the greatest limit which is deemed advantageous.

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WAR MATERIAL FOR REBELS

SCHOONER LOAD OF CARTRIDGES MARKED SOAP AND NAILS

Shipped From Port in Louisiana to Nicaragua—Zelaya Threatens U. S. Vice Consul—Director of Officers Protested Against the Execution of Americans.

GALVESTON, Nov. 29.—Large shipments of arms are being made from the United States to Nicaragua for the insurgents. This was shown today upon the overhauling of a large schooner in the Gulf, fifty miles off the west coast of Texas.

Secret service officials of the Immigration Department who are making desperate efforts to break up the smuggling of Chinese into this country were cruising in a launch when they came across the schooner. Suspecting the boat had a cargo of Chinese the Government boat signalled her to heave to, but the schooner put on full sail and made to run.

An investigation failed to disclose any Chinese, but the hold was filled with boxes marked soap and nails. The skipper said he was bound from Mobile to Vera Cruz. One of the crew was sick and he was transferred to the Government boat and brought ashore. He told the officers after he had been landed that the schooner carried 150 cases of cartridges, or 150,000 rounds, consigned to the revolutionists in Nicaragua. He said they were shipped from a point near Louisiana and would be transferred to another boat on the Mexican coast.

WASHINGTON, Nov. 29.—Henry Caldera, American Vice-Consul at Managua, Nicaragua, has been menaced twice by President Zelaya, and he has been authorized by the State Department to move his effects into the American Legation at Managua, where he will be better protected from danger. This information came to light today when a number of withheld dispatches were made public at the State Department.

From Mr. Caldera at Managua the information has been obtained that Cannon was captured on October 21 and Groce on November 2. They were executed on November 12, but no news reached the Department until November 17. Members of the Red Cross arriving from Nicaragua reported that Groce and Cannon were captured after a battle while on the banks of the San Juan River, and that the captain of the ship which arrested them called to them, promising not to harm them. These allegations were not confirmed by the Nicaraguan press, which stated that the execution was an attempt to blow up steamships.

The execution caused general indignation, even on the part of the commander in chief, Minister General Francisco Leizaola, who interceded on the ground of humanity but his private advice to President Zelaya was not known. Nicaraguan lawyers maintain that the execution was a violation of the laws of war and that the prisoners should have been tried before a court of law.

The Congress will assemble on December 1 and it is expected that President Zelaya will retire. No other Americans, the dispatch added, have thus far been reported as captured. On November 24 placards appeared on walls in Managua favoring a revolution and denouncing President Zelaya. One of the other placards had information that the revolutionaries were planning to escape by night. Anarchy may ensue.

Thomas P. Moffatt, the American Consul at Bluefields, where the headquarters of the revolution is located, reports that Groce and Cannon were respectively Colonel and Lieutenant Colonel of Engineers and both regularly enlisted soldiers who were under the command of Gen. Chamorro.

The highest revolutionary leaders declared that Groce, acting in the line of duty, was a patriot and that he was not a deserter. The placards also reported that the two men had been sent beyond to survey a new position. The placards were signed by "Iron" and "Toledo" and both officers were captured.

Gen. Chamorro afterward learned from an officer of the Zelaya army that both had been taken to the coast. He said that the position of President Zelaya has become precarious. The city of Leon is said to favor the revolution.

A dispatch was received at the Department today from Commander Alexander S. Halstead, commanding the gunboat Vicksburg at Corinto, on the coast of Nicaragua, that he had captured the departments of Leon and Chinandega on the verge of revolt in favor of Minister-General Irujo, who is an associate of Zelaya.

Foreigners, he added, are apprehensive over the situation. There is a persistent rumor that Zelaya is preparing to flee. He is recruiting, however, is going on with his business and is not in a hurry to leave. Commander Halstead said, is rapidly becoming tense, no disorder has yet occurred.

A dispatch has been received from Tegucigalpa saying that Manuel Bonilla, former President of Honduras, is reported to be planning a revolution against President Leizaola.

The State Department declined today to make any statement as to its plans. It is generally believed here, however, that the situation is very serious and that the navy and diplomatic programme seems to have resolved itself into a waiting game, in which the overture of President Zelaya by his countrymen is the thing anticipated.

The United States Government ships will not take part in the movement for the overthrow of the present government, but will merely hold themselves in readiness off the coasts in both oceans and wait for the revolutionary army to win its own victory.

It was denied at the State Department today that a commission of inquiry would be sent to Central America. There is reason to believe that the Department at first thought of sending one out and that the project was abandoned because of the publicity which was given to the plan. Many applications for positions on the commission were received at the Department.

With a demi-tasse
LA
MARQUISE
CIGARETTES.
of a "vintage"

LIKE A RIOT, SAYS ROMAN.

Zelaya's Embassy Thinks Estrada Will Soon Give It Up.

Dr. Victor Roman, a Nicaraguan diplomat and intimate friend of President Zelaya, arrived yesterday by the Panama Railroad steamship Advance, in from the Canal Zone. He goes to Washington today to join the Nicaraguan Legation, presumably to promote the interests of Zelaya with the American Government.

Dr. Roman said the reports published here that the United States revolution in Nicaragua was all bluff. "The trouble," he said, "would be called little more than a riot in this country. The only place of importance in the control of the insurgents is Bluefields. The blockade of Greytown is unimportant. Gen. Toledo, in charge of the Government forces there when I left, had control of the island waterways, where the essential navigation is carried on. Any blockade from without does not count much as the business that can be shut off that way is of little consequence."

In regard to the execution of the Americans Leroy Cannon and Leonard Groce Dr. Roman could say little as they had not been shot when he left Nicaragua. He was at Managua when they were captured. He said: "They had been in revolutionary movements before and were officers of the insurgent forces when I was there. They were engaged in a sort of an engineer and was engaged in laying mines."

After reading a report that Castillo had declared that Zelaya was going to quit, Dr. Roman remarked: "There is no reason at present why Zelaya should quit and he is not going to do so. But Gen. Estrada is going to quit, and that pretty soon. He is in a bad way, and it will be a question of only a few days when he will see the country."

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REACHED FOR THE WALLET.

Saunders Did It Once Before and He Wanted the Other Man Who Was Reaching for His Pocket.

A pocketbook lying on the sidewalk at Broadway and Sixty-first street caused two men to reach for it at the same time yesterday afternoon, and when they looked at each other's faces before they reached the bigger man of the two grabbed the smaller one by the neck with violence. Another man, apparently a bystander, jumped in to help the little fellow and the crowd that gathered seemed to favor him too.

Policeman Flanagan saw that both of them were Irish, but he did his duty just the same and took them to the West Sixty-first street station. The little man had a pocketbook, the big man, who said he was Thomas Saunders, a chauffeur of 189 East 110th street, told the lieutenant that he had been looking for that other chap, whose name had been given as Frank Gorman, for about a year. Gorman had tried to same trick on him a year ago, Saunders said, and it had cost him \$20.

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PRESIDENT'S RAILROAD BILL

HE IS SAID TO REGARD IT AS A PARAMOUNT QUESTION.

Wickersham, Kellogg, Some Senators and Railroad Men in Conference With Him on Amendments to Interstate Commerce Act—Chambers Not Chosen.

WASHINGTON, Nov. 29.—An important conference was held at the White House late today to put the finishing touches on the proposed legislation amending the interstate commerce act. This proposed legislation will be submitted to Congress at its approaching session.

The two bills prepared by Attorney-General Wickersham, under the direction of the President and in conformity with the policy outlined by Mr. Taft in his Des Moines speech were up for consideration. In addition to the President and the Attorney-General, the participants in the conference included Senators Elkins and Cummins and Franklin K. Lane, Interstate Commerce Commissioner. Secretary of War Dickson, Secretary of Agriculture Wilson and Frank B. Kellogg, the trust buster, were in the Cabinet room at various times during the conference, but did not participate in it to any great extent.

The bills under the present plan will be introduced in Congress as soon after it meets as possible. No one was selected today to lead the fight in either branch of Congress, but the President can find many men to take care of the measures it is believed, when he wants them.

Some of the President's callers are of the opinion that his railroad legislation is most important and expect to see a large portion of the message devoted to that subject. The bill which will have the Administration support will provide the changes in the interstate commerce act which Mr. Taft has spoken of in recent addresses and which were reviewed by Attorney-General Wickersham at Kansas City this month. That he is still gathering evidence on the subject was shown early in the day when Mr. Taft received President W. F. Finley, General Counsel Thon and Assistant General Counsel Humphreys of the Southern Railway. The railway officers talked with the President particularly about the proposal to clothe the Interstate Commerce Commission with power to establish new routes and affording the privilege to shippers of selecting their own routes. The railroad men are understood to have objected to these propositions, but merely explained the carrier's point of view.

Sensor Cummins, who is one of the leaders of the insurgents, declared after the conference that while he favored the radical amendments, he was not prepared to support them. He said that he was not prepared to support them. He said that he was not prepared to support them. He said that he was not prepared to support them.

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MAYBE ALEXIS DID IT.

Paris Gossip of Steinhil Murder—Woman Swallowed Her Teeth and Choked.

Alfred Partridge Klotz, an American artist whose chief object in returning to America at this time is to paint a portrait of Cardinal Gibbons, was a passenger by the Red Star liner Kronland, in yesterday from Antwerp and Dover. He would say little about the portrait, except that he had a commission to paint it. But he told a queer story about the murder of Mme. Steinhil's husband for which Mme. Steinhil was recently tried and acquitted.

Mr. Klotz said it was the talk of Paris when he left, and no paper had dared to publish it, that Steinhil was killed by the Grand Duke Alexis, a cousin of the Czar of Russia. Alexis, Mr. Klotz said, committed suicide by shooting himself in a hotel in Paris a few months ago.

Mr. Klotz said the story was that Steinhil had returned unexpectedly to his house and had surprised the Duke there. There was a fight and the Duke killed Steinhil. The mother of Mme. Steinhil, hearing the noise, ran into the room and was so startled by what she saw that she swallowed her false teeth and was choked to death.

Before the beginning of the trial of Mme. Steinhil the Duke was in Paris and it is said that a demand for a large sum of money was made of him with the threat that if he did not comply with it he would be denounced as the slayer of Steinhil. On the night of the murder, according to Parisian gossip, an automobile described as the one the Duke frequently had used was seen standing in front of the Steinhil house. Efforts made by the widow herself at the trial to drag in the name of the Duke, according to the Paris newspapermen as reported by Mr. Klotz, were frustrated by counsel and Court.

Detectives Find Mrs. Ryan's Property. Mrs. Rose Ryan of 383 Baldwin avenue Jersey City, notified the police of that city yesterday that a thief had stolen \$10 in cash, a gold watch, some silver knives and forks, a diamond ring and a bracelet, all of the value of \$181, from her apartment.

Detective Sergeants Moran and Hoffman, who were detailed to look for clues, traced the thief to a rooming house in the afternoon and found the missing articles and the money hidden between mattresses and stowed away in a corner of a closet in the house. Mrs. Ryan said she couldn't understand the mystery.

Aged Clergyman Asphyxiated by Gas. The Rev. Edward van Auker, 82 years old and sightless, was found dead yesterday in his room in a boarding house at 202 East 42nd street, Brooklyn. The cause of death was asphyxiation by gas. The Rev. Mr. Auker was a well known Presbyterian clergyman in the Central Park West, New York. He came to Brooklyn about twenty years ago, having relinquished his charge because of failing sight. He was born in Geneva, N. Y. His wife died many years ago.

Former Clerk Pleads Non Vult and Will Testify Against Confederate. Leopold Martin, a former confidential clerk for John Steenek & Sons, the Hardware and Steamship agents, pleaded non vult yesterday in the Federal County Court of Quarter Sessions, Jersey City, to an indictment charging him with conspiring with Fritz F. Marx to defraud the bankers in October, 1908.

Marx represented that his wife